

PRESS RELEASE

ILA update - 25 June 2022

Sustainable aviation for Europe

The Advisory Council for Aviation Research and Innovation in Europe (ACARE) presented its report "Fly the Green Deal" at the ILA Berlin Air Show. The paper provides numerous concrete steps toward climate-neutral aviation.

Normally, Rosalinde van de Vlies, Clean Planet Director of the EU Commission's Directorate General for Research and Innovation, is not a big fan of visions. She prefers concrete action. In the case of the report "Fly the Green Deal - Europe's Vision for Sustainable Aviation," which the Advisory Council for Aeronautics Research and Innovation in Europe (ACARE) presented at ILA Berlin, she changed her mind. She enthusiastically underlined the great value of the paper. It is not only about climate neutrality, but also takes into account factors such as competition, technological development and education. In addition, she said, the report is supported by a broad stakeholder community.

More than 40 organizations and associations are organized under the umbrella of ACARE, including representatives of the member states, the European Commission and stakeholders such as manufacturers, airlines, airports, service providers, regulatory authorities, research institutes and universities. Together with them, Rosalinde van de Vlies now wants to turn the visions for climate-friendly aviation into reality.

Dr. Anna Christmann, the German government's coordinator for aerospace, also had positive words for the publication. She welcomed the fact that the topic of sustainability was present everywhere at ILA Berlin. Now, she said, it was a matter of tackling concrete actions such as a Single European Sky. With the LuFo Climate aviation research program, she said, the German government is providing funding for the development of climate-friendly technologies in aviation. Germany also supports the production of sustainable aviation fuels (SAF). Therefore, Germany is the right place to present the ACARE vision, he said.

Networking among industries

Jean-Brice Dumont, Chairman of ACARE and Executive Vice President Military Aircraft, Airbus, emphasized the need to network with other industries. His deputy, Bart de Vries of KLM, now wants to shift into "action mode." Even if it is not easy to convert aircraft to sustainable propulsion systems, many things can already be optimized, for example in airport operations. Targeted monitoring would have to accompany the progress.

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With its "Green Deal," the European Union has significantly tightened its sustainability targets and shortened the timeframes. For aviation, this means that the targets must be revised and achieved more comprehensively and earlier than previously planned. Europe wants to become CO2 neutral by 2050. Germany wants to achieve this goal earlier.

Berlin-Brandenburg - Competence Region for the Use of Hydrogen in Aviation

The event, which was part of the Aviation Future Lab Stage at the ILA Berlin Air Show, provided a comprehensive overview of current (Research) focus and developments around the topic of hydrogen in the Berlin-Brandenburg region. A competence network unique to Germany has been and continues to be created here, for which the Berlin-Brandenburg Aerospace Alliance (BBAA e.V.) forms a common umbrella.

The development of low-emission aircraft engines, the introduction of sustainably produced, CO2-neutral aircraft fuels and the creation of the necessary conditions for the safe use of hydrogen at airports are key approaches that research and industry in the region have placed at the center of their development work. An overview of the already tangible results within the framework of the BBAA was given at the beginning by **Prof. Dr. Andreas Timmermann**, Executive Director of BBAA e.V. The alliance actively networks science, industry and politics and promotes and supports project applications. As outstanding examples of initiatives by BBAA members, Timmermann mentioned the aircraft developer APUS from Strausberg with its project for a four-seater light aircraft powered by a fuel cell. KIFER, the Innovative Airfield Strategies for Low-Emission Regional Air Transport consortium, is a think tank for the innovative further development of regional air transport: in this context, alternative propulsion concepts are to create new opportunities for regional airfields through quiet air traffic. In addition, BBAA also promotes the development of specialists.

Prof. Dr. Georg Möhlenkamp from the University of Cottbus then drew a special aspect for the envisaged competence network with his project CHESCO (Center for Hybrid Electric Systems Cottbus), a special campus at the former Cottbus airfield. By 2025, Möhlenkamp wants to be "fully operational" there with three new buildings, although research work on hybrid-electric systems in Cottbus has long since begun and is ongoing. ITEAL - Innovative Fuels for Low-Emission Aviation is another initiative from Berlin-Brandenburg that aims to harness existing technologies to reduce emissions: decentralized supply of airfields and production of synthetic aviation fuels or hydrogen, as well as their combination, are the targeted goals. "In this way, we in Berlin-Brandenburg want to participate in the transformation of aviation toward low-emission, climate-friendly solutions. Our airports can become role models in this process," said **Norbert Gronak** of aviasim UG, who presented ITEAL on stage. Also contributing to the overall picture of the diverse initiatives in Berlin-Brandenburg were **Hugo Duchemin**, Managing Director Comworxx S.A.S., **Prof. Dr. Klaus Höschler** from the Chair of Aircraft Engine Design, and **Ralf Wagner**, Head of Noise Control and Environment at

Flughafen Berlin-Brandenburg GmbH.

Fresh ideas for aerospace

In Berlin, numerous start-ups are developing new products and technologies for the aviation industry. Some of them presented themselves at ILA Berlin.

According to the survey of around 1,300 founders, Berlin is the best city in Europe to start a business. A dynamic ecosystem of universities, incubators and business networks, as well as well-trained employees, make the German capital an attractive place to do business, emphasized Berlin Partner, Berlin's business and technology development agency, at the "Aviation Future Lab Stage" at ILA. It put six tech companies from the aerospace industry in the spotlight.

Using 20 images, Daniel Cracau, Managing Director of Alpha Link, described the story of his company. In 2018, it presented itself for the first time at the ILA at the booth of the Technical University of Berlin (TU Berlin). In addition to a novel aircraft concept consisting of several unmanned aircraft, Alpha Link developed a virtual flight environment. Developers can use it to test their innovations.

Neurospace is working on hardware for lunar excursions. Among other things, it developed a concept for moon rovers. With the support of the TU and Berlin Partner, the company combines scientific research with existing technology. Devacon has developed a solution for flying with hydrogen. According to the company, storage in metal cartridges offers many advantages, for example they are lighter and can be replaced more quickly than other pressure vessels. This technology could also be used to convert existing aircraft and make them climate-neutral.

From the 3D printer into space

Tiwari Scientific Instruments in Berlin-Adlershof develops parts in additive manufacturing for the research and development departments of ESA and NASA. The special feature: While conventional 3-D printers primarily use plastic, Siddarth Tiwari's company works with metal and ceramics, common materials in aerospace that can also be combined. Filters or heat exchangers have already been created in this way.

To transport medical products quickly and safely, the start-up DiAvEn has developed its own drone. A test flight at the Charité hospital in Berlin has already been successful. At the moment, the company is working on a large project in Brandenburg. The company Voxdale is actually from Belgium and supports aerospace companies in the areas of design and technology. One focus of its work is on simulations that can be used to design new products more efficiently and bring them to market.

Launch of the "Alliance for Zero Emission Aviation" at ILA Berlin

At ILA Berlin, Thierry Breton, the European Commissioner for Internal Market and Services, officially launched the new EU initiative, the "Alliance for Zero Emission Aviation" as part of the EU Commission's "Fit

for 55" program. Present at the Aviation Future Lab Stage were BDLI President and CEO of Airbus Defence and Space, Michael Schöllhorn, and his French counterpart Guillaume Faury of GIFAS (Groupement des Industries Françaises Aéronautiques et Spatiales), in his main job Chairman of the Board of Airbus SE.

Commissioner Breton, who was video-connected from Brussels, presented the alliance of airlines and airports as a clear signal of the EU's position to take the lead in climate-neutral aviation in the long term. "This represents not only a commitment to environmental protection, but also a unique opportunity for the European aviation industry," Breton added. The aim of the alliance, he said, is to identify and prioritize challenges for the introduction of climate-neutral aircraft and to help implement practical solutions. Says Breton, "This makes the alliance key to the economic future of the sector." Heavy investment is still needed, he said, but is already beginning to pay off in tangible results and technologies. "Private and public players can only make all of aviation carbon-neutral as a joint alliance. This means major challenges, but they can be overcome together."

Guillaume Faury then emphasized the need to finally move from vision to action. "I am convinced that aviation can continue to bring great benefits and prosperity to society, but to do so it urgently needs to become climate neutral. There is still a lot of work to be done before the first hydrogen-powered aircraft takes off in 2035, but the Alliance offers a fantastic way to do it." Michael Schöllhorn added, referring to ILA Hall 4, that many large and small companies and BDLI members are working together toward the goal of climate neutrality. He continued, "Sustainability and safety are mutually dependent." He cited the partial operation of an Air Force A400M transport aircraft with synthetic fuel as another small step toward their compatibility.

Eurofighter delivers 20 fighter jets to Spain

At ILA Berlin, representatives of Eurofighter, NATO's EF2000 and Tornado Development, Production and Logistics Management Agency (NETMA) and Eurojet Turbo signed the Halcón contract. It provides for the modernization of Spain's Eurofighter Typhoon fleet with 20 new fighter jets.

Eurofighter will sell 20 fighter jets to the Spanish Air Force. That's stipulated in the Halcón contract signed by Carlo Mancusi, CEO Eurofighter fighter, Lt. Gen. Miguel Martín Pérez, General Manager NETMA and Gerhard Bähr, CEO Eurojet, signed at ILA Berlin. High-ranking military, industrial and diplomatic representatives from the Eurofighter core countries attended the ceremony.

The contract calls for Spain to receive 16 single-seat and four two-seat fighter aircraft. They are equipped with electronic radar, known as E-Scan. They will replace part of the old F-18 fleet. This will bring Spain's Eurofighter fleet to 90 aircraft. Like the aircraft in the German Quadriga program signed in 2020, these models are equipped with future-proof hardware and software. To engage air and ground targets, they have an

even broader multi-role capability.

Backbone of European air defense

For Carlo Mancusi, CEO Eurofighter Fighter, today's announcement is good news for many reasons. First and foremost, he said, it signals the continued commitment of one of the four core partner countries to the future of the Eurofighter Typhoon. The order ensures that the Eurofighter will continue to form the backbone of European air defense for many years to come and supports the European aerospace industry, he said. Gerhard Baehr emphasized that the order would strengthen European defense capabilities and at the same time secure a number of highly skilled jobs in the European aerospace industry in the long term.

The first Halcón aircraft will be delivered in 2026. The technical capabilities of the Eurofighter Typhoon allow it to have a service life well beyond 2060 and thus be fully integrated into Europe's future air combat environment.

The Eurofighter is the largest European defense program. Germany, the United Kingdom, Italy and Spain are the main European partners. In addition to its technological capabilities, it secures more than 100,000 jobs in 400 European companies. To date, 680 Eurofighter aircraft have been sold to nine countries around the world.

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